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From the Am. Journal of Health, October, 1899.

MOORE & SINNOTT
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60 BROAD ST

TO WORK FOR THE OPEN SHOP.

MANUFACTURERS LOOK FOR THE SUCCESS OF THE POLICY.

National Association Thinks Canal Supplies Won't Be Bought. Abroad—General Spencer Fears That Rate Legislation Will in the End Mean Paternalism.

ATLANTA, Ga., May 17.—By a unanimous vote the National Association of Manufacturers to-day reaffirmed its adherence to the open shop policy. The committee on resolutions reported favorably on continuing the policy, and when the report reached the convention there was a chorus of voices all over the house urging its adoption.

The resolution urged all manufacturers who have not adopted the open shop to do so. It was stated in the report that the ultimate success of such a policy was assured. It was insisted that the youth of America have the same opportunity to learn professions and earn their bread as was accorded the pioneers. The resolutions were adopted amid a storm of applause and much cheering.

A resolution requesting the Panama Canal Commission to purchase material needed for building the canal from American manufacturers alone was voted down amid much enthusiasm. The sentiment of the convention was that the commission would not go abroad to buy supplies notwithstanding Secretary Taft's announcement that all materials would be bought in the cheapest market.

Eugene N. Foss, of Boston, delivered an address favoring tariff revision along the line of an extension of the policy of reciprocity, and his remarks were heartily approved.

Samuel Spencer, president of the Southern Railway, spoke on railroad legislation. He spoke of the wonderful growth of industries in the country through fair competition, and added that he seemed to be threatened now with a most serious departure from fundamental laws and principles.

The recently proposed legislation in respect to fixing rates of transportation by the United States Government through one commission for the entire country may be a most significant beginning. It is true the proposition is put forward not with the avowed purpose to fix and establish the prices at which transportation is to be sold, but under the guise of the correction of abuses and the granting power to the commission to substitute in a particular case a rate or price which in the judgment of the commission is just or reasonable in the place of one judged by it to be unjust or unreasonable.

This would be akin to the Government saying to manufacturers that they are charging an extortionate price for a product, and must hereafter charge only a lesser price, to be fixed through the commission or otherwise. If the department of Commerce and Labor were clothed with power to set aside the price of one article which is regarded as extortionate, and substitute therefor a lower one, would not that be the power to ultimately fix the prices of all your products?

The right to name one price is, of course, the right in the end to name all, and the right to name all may mean the right to use the absolute suppression of that enterprise which now finds its most beneficial activity in conducting the great and ramifying industrial interests of this country, restrained only by the common law and the great natural laws of trade.

The speaker said he was not denying the power of the right of the policy of governmental regulation by price and safe methods of the performance by the railways of their public duties. "To correct abuses in one thing, to suppress and direct the earning power or the operations of a business of whatever character is quite another," he added. "I am only pointing out that if the Government, in its regulation of common carriers, shall go beyond the point of correcting illegal, well defined abuses and unjust discrimination, it may unintentionally, possibly unconsciously, be entering upon a policy of governmental paternalism, from which retreat will be difficult if not impossible."

The harmful step might follow that the Government would make prices for the manufacturer and the merchant. The remedy for corporate evils, in his mind, lay in an intelligent and thorough recognition of the benefits to be derived from large corporate instead of small individual activity, in throwing the searchlight of public knowledge and public scrutiny upon all corporate action and methods which could be shown to be unjust and discriminatory, in inflicting injury and injustice upon others of equal rights, in wise and judicious laws in respect to the formation of corporations and in a system of wise and judicious supervision and inspection which could successfully detect and punish all infractions of the law.

Receiver for Navy Yard Contractors.

United States Judge Holt has appointed John W. Loveland receiver in bankruptcy for Smith & Robinson of 17 State street, general contractors for river and harbor improvements, on petition of Charles F. Gentlinger, attorney for the estate of P. O'Riordan of Charlestown, Mass. The petition alleges on information and belief that various creditors have taken replevin proceedings to replevin machinery in the Boston Navy Yard taken on lease by the alleged bankrupts.

HARRIMAN OUSTED.

Directors Representing Dutch Interests Chosen for Kansas City Southern.

KANSAS CITY, Mo., May 17.—The control of the Kansas City Southern Railroad passed at noon to-day from E. H. Harriman to the interests represented by Herman Sielcken. The Dutch stockholders represented by Mr. Sielcken and his associates, elected every member of the board of directors.

The new directors elected are Herman Sielcken, D. G. Boiesevain of New York, H. Clay Pierce of St. Louis, S. W. Fordyce, former president of the road; John J. Mitchell, president of the Illinois Trust and Savings Bank, Chicago; J. E. Edson, James A. Blair of Blair & Co., New York; Ernest Thalmann of Ladbrough, Thalmann & Co., New York; W. F. Harty, vice-president of the Equitable Trust Company, Philadelphia; H. R. Duval, New York; Samuel Untermyer, New York; G. M. Craig, president First National Bank of Port Arthur, Tex.; and John Grierson, New York.

There were 331,000 shares voted out of 510,000 shares outstanding. The Harriman interests did not vote. The election of J. E. Edson to the directorate insures his election as president of the system. The board of directors will meet in New York in two weeks to elect the officers. Mr. Sielcken will continue as first vice-president.

George J. Gould, Edward H. Harriman, John W. Gates and S. R. Knott, president of the road under the Harriman regime, were among those who retired as directors.

CHESAPEAKE WESTERN RAILWAY.

Company Didn't Get Money Based on Stokes's Stock, He Says.

Magistrate Cornell held a private hearing at the Jefferson Market Court yesterday afternoon in the case of Thomas Stokes, formerly of Tuxedo, and now living at the Ansonia Hotel, against De Witt Smith of 141 Broadway. Stokes, in his complaint, alleged that he and the defendant became interested some time ago in the Chesapeake Western Company. On Oct. 15, 1901, he said, he gave Smith fifty shares of the Mercantile National Bank and fifteen shares of the United States Trust Company, valued at \$30,000. This stock, he said, was used by Smith to secure a loan from the Merchants' National Bank of \$24,000, which sum should have been remitted to the Chesapeake Western Company, but wasn't, and the collateral was never returned to him.

The defense claimed the stocks entrusted to Smith were in the nature of a personal loan, and a general release signed by Stokes was produced as evidence. Stokes admitted signing the release, but he said he had been informed by Smith that every cent of the money raised on the stock entrusted to him had been turned over to the Chesapeake Western Company. The hearing will be continued to-day at 1:30 o'clock.

Stokes said that he was a dealer in hay, feed and straw in Williamsburg, and that in 1898 Lohley had come to him with a letter of introduction from a friend, a man of the name of Lohley, who had been a partner in a firm of hay and feed, representing himself as a livery stable keeper. He had the hay and feed delivered at a place in Manhattan and paid for it for a time. Subsequently he ran up a bill for \$2,000, gave a note for the amount and disappeared. The note was not paid and investigation showed that Lohley had been receiving the hay and feed and selling it at retail, pocketing the money.

NEW SEABOARD AIR LINE PLAN. Holding Company to Be Substituted for the Consolidated Company.

The committee having charge of the consolidation of the constituent companies of the Seaboard Air Line has made public its modified plan. The original plan was accepted by the holders of \$1,000,000 of 600,000 outstanding. It was feared that if the consolidation committee should proceed under the original plan the new company would be obliged to acquire the non-assessing stock through protracted legal proceedings.

In consequence, the committee has modified the plan by the substitution of a holding company for the consolidating company, with the same authorized capital, the same classes of stock and the same basis of exchange as provided for in the original plan.

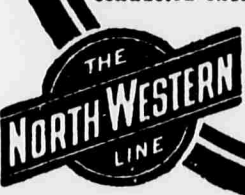
Mackay Companies.

A meeting of shareholders of the Mackay Companies will be held in Boston on June 15 to change the trust deed in several respects. The number of trustees will be increased from four to five and they will be elected annually by the shareholders. Hereafter they have had a longer term. A provision will be added requiring the trustees to make annual reports to the stockholders. The Mackay Companies was formed under a trust deed of Dec. 19, 1903, to take over the Commercial Cable Company and other Mackay properties. The reasons given for the proposed changes are that as the preliminary work of the trustees has been finished, and the shares being on an investment basis, the investors should now control the trustees. The present trustees are Clarence H. Mackay, John I. Waterbury, T. Jefferson Coolidge, Jr., and W. W. Cook.

THE Overland Limited

Special low round-trip rates will be in effect to the Pacific Coast throughout the summer. These strictly first-class tickets are good on the famous electric-lighted daily Overland Limited, over the only double-track railway between Chicago and the Missouri River, via the CHICAGO, UNION PACIFIC AND NORTH-WESTERN LINE.

Less than three days en route. Two fast daily trains to San Francisco, Los Angeles and Portland. Daily and personally conducted excursions in Pullman tourist sleeping cars.



The Best of Everything. All seats sell tickets via this line. Send for a copy of the particulars concerning these low rates, with folder regarding the Lewis and Clark Exposition at Portland. Gen'l Eastern Agt., C. & N. W. Ry., 401 Broadway, New York, N.Y.



MORE TROUBLE FOR LOBLEY.

Recognized in Court by Man He Swindled Out of \$2,000 Six Years Ago.

The arraignment yesterday in the County Court, Brooklyn, of Samuel Lobley for swindling the Equitable Life Assurance Society out of \$27,816, had unusual interest for Otto Kuok, a witness in a horse stealing case being tried before Judge Crane. As Lobley was brought in to plead to the indictment, which practically charges him with receiving stolen goods, Kuok, half rising from his seat, exclaimed: "Why, that's Sam Lobley!"

Kuok was cautioned to be quiet until the Court was through with him. Lobley apparently recognized Kuok, who nodded to the prisoner and received a faint nod in response. As soon as he was able to leave the witness stand, and after Lobley had been remanded to await the fixing of bail by the Court, Kuok went to the office of District Attorney Clarke and told him that he had secured a warrant for the arrest of Lobley in 1901, two years after the prisoner had swindled him out of \$2,000 in a business transaction.

Kuok said that he was a dealer in hay, feed and straw in Williamsburg, and that in 1898 Lobley had come to him with a letter of introduction from a friend, a man of the name of Lohley, who had been a partner in a firm of hay and feed, representing himself as a livery stable keeper. He had the hay and feed delivered at a place in Manhattan and paid for it for a time. Subsequently he ran up a bill for \$2,000, gave a note for the amount and disappeared. The note was not paid and investigation showed that Lohley had been receiving the hay and feed and selling it at retail, pocketing the money.

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TRADE MARK

Donnybrook

A NEW SHIRT

MRS. STERNBERGER WINS SUIT.

Jury Finds That Broker Husband Was Guilty of Misconduct.

After deliberating for about three hours, the jury which has been listening since Monday to the trial of the suit for divorce brought by Mrs. Birdie S. Sternberger against her husband, Louis Sternberger, a broker, decided yesterday that he had been guilty of adultery with Mrs. Lillian V. Menendez, wife of a Cuban sugar planter.

Mrs. Menendez died of consumption in the early fall of 1903, and the jury found that the misconduct between her and Sternberger occurred at a boarding house at Saratoga Lake between June 2 and July 30, 1903.

NEW PLAY FOR RUSSIAN ACTORS.

Paul Orloff's Company in "The Brothers Karamozoff."

Paul Orloff and his Russian players enacted at the Murray Hill Theater last night for the first time in America the play founded on Dostoyevsky's most artistic novel, "The Brothers Karamozoff." Dmitri Karamozoff, the passionate, large-hearted debauchee, represented unrepentant Russia. Dmitri, in the play, steals money from his vicious father, whom he hates, because the father had that very money prepared to tempt Grushenka (Mme. Nasimoff), Dmitri's love, with. A half-brother of Dmitri kills the old man the same night and Dmitri is accused. In the fourth act, where a coroner and a district attorney take testimony from the sensitive Dmitri, M. Orloff, as the accused man, presented one of the finest and most finished bits of acting ever seen in New York. Mme. Masloff also showed herself to the best advantage in her role.



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Chambray, dotted Dimity, and white and black Lawn Dresses.

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Embroidered Linen Suits.

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Pleated and embroidered Linen Shirt Waist Dresses.

12.50 and 15.00

White net Dresses, trimmed with lace.

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"Princess" Dresses, made of Mull. Elaborately trimmed with lace. Extremely attractive models.

White, blue, pink and black.

28.00 and 32.50

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